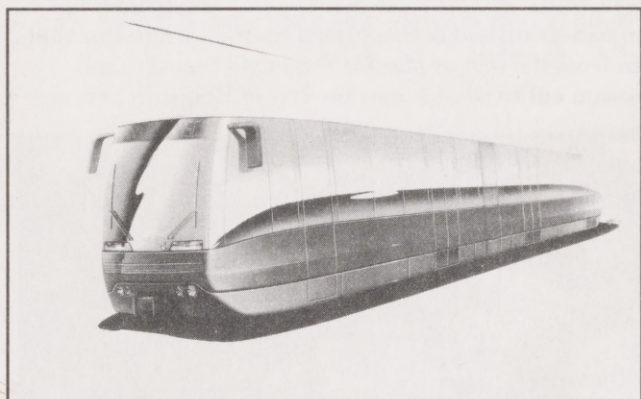


MUNITIMES

Muni To Get New Italian LRVs

After an extensive negotiated procurement process, the SF Public Utilities Commission has signed a contract with Breda Costruzioni Ferroviarie of Pistoia, Italy, a major manufacturer of rail cars, for the delivery of 35 new light rail vehicles.



Artist's Rendering of New Breda LRV.

More than 50 percent of each new vehicle will be composed of parts and systems manufactured by American firms. The body shell of the Breda cars will be built in Italy and shipped to the United States for final assembly. Breda has assured Muni and the PUC that San Francisco will be given priority as a site location for the LRVs' final assembly.

At a cost of about \$2 million each, the new Breda light rail vehicles will supplement Muni's ailing Boeing light rail fleet as the Boeing cars are gradually phased out. The new cars will be constructed to withstand San Francisco's challenging conditions — the rigors of heavy passenger loads, difficult terrain, frequent starts and stops, and sharp turns. They will feature more doors, some of which will be equipped with movable high-low steps for platform or on-street boarding, air

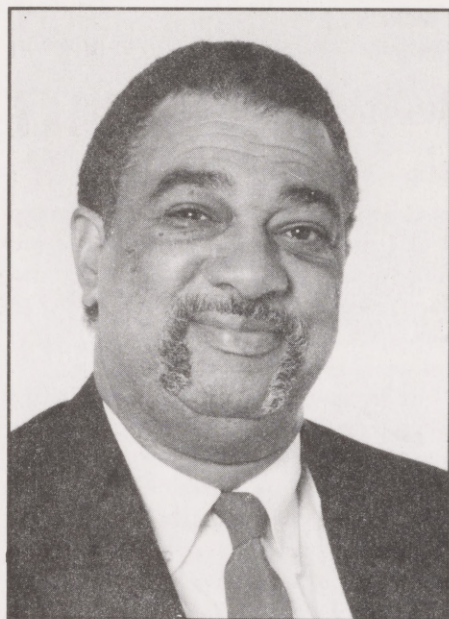
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Dear Rider,

Welcome to our first quarterly issue of the *Muni Times* for 1992. In this edition, you'll read about Muni's contract with Breda Costruzione of Pistoia, Italy, for our much needed new light rail vehicles and about the American Disabilities Act and where Muni stands.

You'll also see a new column — Neighborhood News — which will highlight a specific San Francisco neighborhood and its transportation concerns in each issue. Our first column focuses on the Bayview/Hunters Point area.

We hope you'll also enjoy reading about our 100th anniversary celebration of streetcar operation in San Francisco, scheduled for the weekend of April 25-26, and going Behind the Scenes to understand what Muni's transit service inspectors do. In this issue, we also feature tips on protecting



Johnny Stein.

yourself from pickpockets, how to get to the Tanner exhibit at the De Young Museum in Golden Gate Park and information on the Metropolitan Transportation Commission's new Commuter Check program.

As always, we welcome your comments on these stories and any other subjects of concern to you.

Sincerely,

Johnny Stein
General Manager

Neighborhood News

Focus on Bayview

With this issue of the *Muni Times*, we begin a new neighborhood column, which will focus on the transportation concerns of a specific neighborhood. This issue features the Bayview/Hunters Point area.

The Bayview/Hunters Point neighborhoods are located in the southeastern portion of the City bordered by San Francisco Bay to the east, Islais Creek to the north, Third Street to the west and and Candlestick Park to the south.

Bayview/Hunters Point is served primarily by Muni lines 15, 19, 24, 44, 54, 23, and 29.

Recently, residents of Bayview/Hunters Point met with Muni to air their concerns about public transportation problems. Specifically, riders wanted Muni to increase security on buses, to ensure passenger safety because of crime threats, to ensure that service was consistent on each line, to install a new bus stop at Harbor and Ingalls, and to enforce the requirement that Muni operators be in full uniform.

As a result, Muni, with the SFPD, has complied with these requests to the fullest extent possible. Muni has increased security on the buses in the Bayview Hunters Point, has assigned an inspector at Hudson and Ingalls between 5 and 6:45 a.m. to make sure service is consistent at that location in the morning, and is making every effort to see to it that the first two trips on the 19, 44 and 54 lines are completed as scheduled. Additionally, the full-uniform requirement for operators is being enforced and Muni has provided a new bus stop at Harbor and Ingalls.

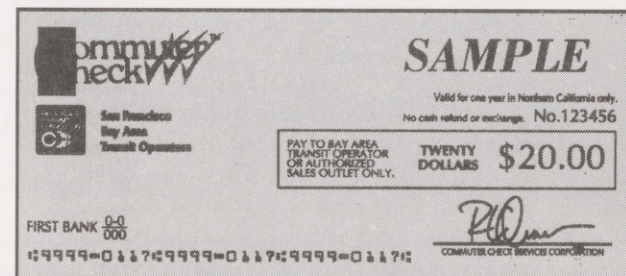
Muni assures Bayview/Hunters Point passengers who have paid their fares that they will not be dropped off before their stops unless the SFPD orders reroutes or turn-arounds for reasons of public safety.

Muni will also be conducting a study on the feasibility of constructing a light rail line along Third Street to improve transportation to Bayview/Hunters Point in the future.

Check Out Commuter Check

If you use public transit, your employer can help subsidize your commute at a rate of \$20 a month or \$240 a year by joining the Commuter Check program, sponsored by the Metropolitan Transportation Commission. This subsidy, designed to promote public transit use and thereby help ease traffic congestion and air pollution, is tax-free to you and tax-deductible to your employer.

Here's how it works. 1. An employer purchases \$20 Commuter Check vouchers, imprinted with the



Commuter Check Voucher.

employer's name, on a quarterly, semi-annual or annual basis. 2. The minimum order is 12 vouchers (ideal for small businesses) and there is no maximum. 3. Vouchers are valid for 12 months from the date of issue. 4. The employer distributes Commuter Check vouchers to its employees. 5. Employees use the vouchers to purchase transit tickets or passes from any of the following agencies: AC Transit, Alameda/Oakland Ferry Service, BART, CalTrain, Contra Costa County Connection, Golden Gate Ferry and Transit, SamTrans, Muni, Santa Clara County Transit, Santa Rosa Transit, Tri Delta Transit and Vallejo Ferry and Transit.

Commuter Check is administered for MTC by Rides for Bay Area Commuters. A similar program, started in New York in 1987, has attracted 1300 businesses with some 20,000 participating employees. Commuter Check programs are also being offered in Denver, Philadelphia and Milwaukee.

For information, call 1-800-755-7665.

Muni Takes You There

Don't miss the De Young Museum's exhibit of the works of painter Henry Ossawa Tanner, which started on December 14th and runs through March 1st.

Tanner is generally considered the finest black painter that America has produced. The exhibit is a wide-ranging retrospective of his work. A generalist, whose subjects were not restricted to the black experience, Tanner decided to become a painter when he was just 13. He was born in Pittsburgh in 1859 to a mother who had been born a slave and a father who was a bishop in the African Methodist Episcopal Church. He spent many years living and painting in Paris, winning acclaim throughout Europe. His most famous painting is "The Banjo Lesson." The Tanner exhibit has been shown in Philadelphia, Detroit and Atlanta. San Francisco is its only West Coast stop.

To get to the De Young, you can take the 44 O'Shaughnessy directly to the museum. The 5 Fulton, 21 Hayes, 71 Haight-Noriega and N Judah will drop you off within walking distance. Remember, if you present a transfer or Muni Fast Pass, you can get a discount on the museum admission price.

Did You Know...

In addition to Muni's best known "historic vehicle" — the cable car — Muni owns 17 historic streetcars from around the world. Included among these are Muni's very first streetcar, Car 1, as well as cars from Russia, Portugal, England, Australia, Japan, Italy and Germany. The cars were all donated to Muni for operation during the summer Historic Trolley Festival, which ran from 1983-1987 and has been suspended for the past four years due to lack of operating funds. You may occasionally see the old cars on select holiday weekends when private-sector donations make their operation possible. Look for them next on the weekend of April 25-56. (See 100th anniversary of streetcar operation story.)

100th Anniversary of SF Streetcar Operation Planned

Mark the weekend of April 25-26 on your calendar. That's when Muni and local railfan groups, including the Bay Area Electric Railroad Association, the Market Street Railway Company and the Pacific Coast Chapter of the Railway and Locomotive Historical Society, will sponsor a birthday party complete with historic streetcar service on Market Street.

Electric streetcar service began in San Francisco on April 26th, 1892 with the opening-day ceremonies for the San Francisco & San Mateo Railway's new line that ran from the foot of Market Street via Steuart and Mission out to what is now the city of Colma in San



Muni's Historic Car 130.

Mateo County. Muni began its own streetcar operation with service on Geary Street in December 1912, and in 1944, all of the city's streetcar service finally came under Muni's domain with the acquisition of the much larger, privately owned Market Street Railway.

Among the cars that passengers may be able to ride that weekend are a San Francisco streetcar built in 1895; Muni's Car No. 1 built in 1912, the oldest operating U.S. streetcar built for a publicly owned system; and other foreign cars from England, Germany, Italy and Japan.

Annual Awards Reception Honors Contributors

As one of his first official civic functions, Mayor Frank Jordan applauded Muni employees and thanked private sector supporters of Muni programs at Muni's Annual Awards Reception and Drawing at Oz at the Westin St. Francis Hotel on Thursday, January 16th.

Receiving Special Recognition for Their Outstanding Contributions to the Municipal Railway in 1991 were Enid Lim, Muni's liaison to the Chinese community, Bruce Oka, Chair of Muni's Accessibility Advisory Committee and Casa Hispana, a Spanish translation service providing pro-bono translation services to Muni.



Bruce Oka, Chair of Muni's Accessibility Advisory Committee, receiving an applause from Mayor Frank Jordan, PUC General Manager Tom Elsey, and Muni General Manager Johnny Stein.

Muni also extends its heartfelt gratitude to the following people, groups, and businesses who made Muni's award program a success in 1991. Special thanks to the Westin St. Francis Hotel, which hosted and catered the Awards Reception, the Cathedral Hill Hotel, Fairmont Hotel, Four Seasons Clift Hotel, San Francisco Hilton, Holiday Inn Civic Center, Holiday Inn Union Square, The Hyatt at Fisherman's Wharf, Le Meridien, the Sir Francis Drake Hotel, The Stouffer Stanford Court Hotel, Senator Milton Marks, Assemblyman John Burton, Gannett Shelter Posters, The Gray Line, Hornblower Dining Yachts, LaGrone's Insurance, The Mark Reuben Gallery, SF Muni Employees Federal Credit Union, SF Muni Shopmen's Credit Union, TeleVu, and Transportation Displays.

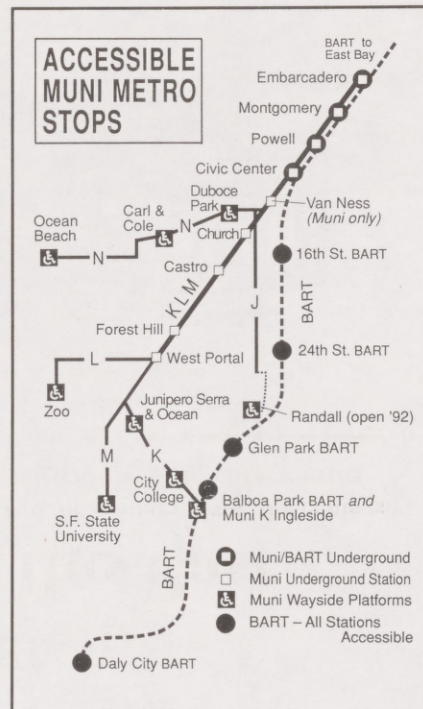
On the Move

Accessible Muni Stops

Since July 1990, when President Bush signed the American Disabilities Act (ADA) into law, the federal government has been implementing ADA in stages. The legislation prohibits discrimination against people with disabilities and ensures them equal access to employment, public facilities, transportation, and telecommunications.

San Francisco and Muni are ahead of many cities and transit systems in complying with ADA already and will continue to expand ADA's accessibility requirements. Muni has had an Accessible Services Office since 1979, which oversees transportation issues affecting those who are physically and mentally challenged. All new Muni buses purchased since the mid-80's have been equipped with wheelchair lifts. In addition, the Muni Metro is accessible at all nine underground stations and Muni has constructed wayside accessible platforms at nine surface Metro stops. Muni also manages a paratransit program for those people with disabilities who are unable to use regular public transit.

The map reprinted here shows Muni Metro's accessible stops. In addition, the following Muni lines are accessible: 2, 9, 9X, 15, 17, 18, 23, 26, 28, 29, 31, 32, 35, 36, 37, 38, 38L, 39, 42, 43, 44, 48, 52, 53, 54, 56, 71, 76, 89, 90 Owl, Ballpark Exps. For more information on Muni's accessible programs, please call 923-6142.



Crime Alert

Last April, the San Francisco Police Department increased its presence on Muni passenger vehicles and in Muni Metro stations as a deterrent to assaults and robberies on Muni. The additional police presence on Muni is funded by the Board of Supervisors through the end of the current fiscal year—June 1992.

The higher numbers of police officers supplement the regularly deployed SFPD Muni Transit Detail in an effort to target trouble spots on Muni lines at all hours of the day and night.

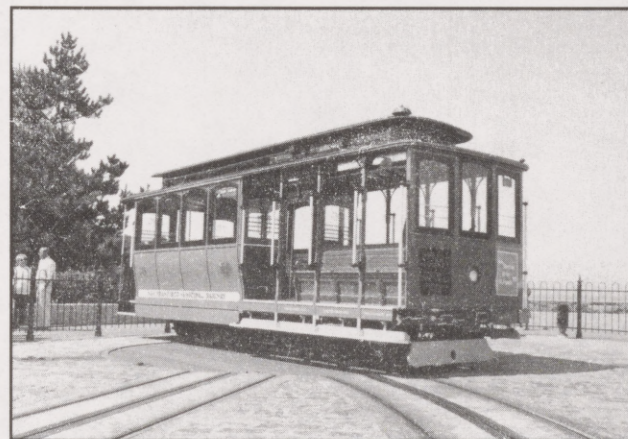
Although the police are there to protect passengers, they cannot be on every Muni vehicle all the time. Passengers can do a lot to stop crime by following a few easy steps: Beware of pickpockets in tourist areas, stations, bus stops, and on cable cars, buses and light rail vehicles. Carry wallets in an inside jacket pocket or in a pocket that can be buttoned. Carry purses under your arm. If you carry a shoulder bag, place your arm around the outside of the bag for additional protection. Place your purse on your lap when seated on the bus. Never hang it on the back of a seat or place it under a seat.

When boarding public transit, beware of pushing and jostling and strangers who may strike up conversations to distract you. Pickpocketing usually occurs in crowded conditions. If you see a pickpocketing incident, report it to the driver right away.

If you are a victim of pickpocketing, notify the police immediately as well. The police can help you only if you report the theft to them.

A Blast From the Past

Almost 30 years ago, in January 1964, the cable car system was designated as the U.S.'s first moving



National Historic Landmark. In the same year, in a truly "only in San Francisco" story, a woman was injured when the Powell-Hyde cable car she was riding on was involved in an accident. She sued the City based on her claim that the trauma from her injuries had caused her to become a nymphomaniac.

Munitooni by Louis Dunn



Behind the Scenes

The Muni Transit Inspectors

You may have seen those men and women in blue uniforms standing with schedule book in hand at bus stops at some of San Francisco's busiest intersections, and wondered who they are.

They are Muni's "Transit Service Inspectors," numbering approximately 82, whose job is making sure that Muni's streetcars and buses run as close to



Photo: Carmen Magana

Transit Service Inspector monitoring Muni schedule.

schedule as possible. They switch buses back to fill unforeseen gaps in service and respond to accidents, fires, overhead line problems, and any number of incidents that may affect Muni's service to its passengers. They also work to keep cars from parking in Muni bus zones and are authorized to issue tickets and to tow cars that do.

In short, Muni's inspectors, the majority of whom have been operators at one time and know the responsibilities of driving streetcars and buses, are there to support Muni operators in their task of meeting schedules, pulling into bus zones to pick up passengers, and carrying passengers safely to their destinations. With over 1000 vehicles to oversee on 78 lines, theirs is no easy job. When you see them at a busy corner, give them your support. They are just one part of the intricate network of Muni employees dedicated to serving San Francisco's 771,000 daily public transit passengers.

New Italian LRVs *continued from front panel*
conditioning, wider aisles for easier circulation and large windows for better visibility.

The \$82 million contract includes not only the manufacture of the 35 vehicles, but also the cost of spare parts, diagnostic test equipment, manuals and training. The contract also contains an option for an additional 20 vehicles.

The Breda cars will be 75 feet long, nine feet wide and 11 feet and four inches high. Each will weigh approximately 76,000 pounds and will accommodate 62 seated passengers and up to 164 standees. Prototype cars will be delivered in 1994 for testing, and the new cars are scheduled to be in service in 1995 or 1996.

Breda is a major European railcar builder and has several major contracts in the U.S. Forty-eight LRVs have already been delivered to Cleveland, 366 rapid transit cars to Washington, D.C., and 236 articulated trolley coaches to Seattle. Currently on order from Breda are an additional 100 rapid transit cars for Washington, D.C., and 30 cars for the Los Angeles Metro Rail System.

Rules of the Ride

When getting off a light rail vehicle or streetcar on the street level, look for oncoming vehicles before you step out. Let the car pass before you cross the tracks to get to the other side of the street.

Credits

MUNI TIMES is published by the Community Affairs Department of the Municipal Railway for the passengers of Muni. Comments and suggestions may be sent to:

Muni Times, Room 238
949 Presidio Avenue
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Editor: Anne Milner

Photography: Carmen Magana, Cynthia Good,
Kurt Wong

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